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has shown to be best fitted to retain its color
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SKATES

Try one of our new Safety Razors.

Rider & Cotton,
85 MARKET STREET.

HERALD ADS GIVE BEST RESULTS

WANTS A NEW BUILDING

Board Of Instruction Desires Bet-
ter High School Accommodations.

Special Committee Submits A Long
Report At Monday's Meeting.

Class Of 1903 Raises A Fund For A
Corner Stone.

A special session of the board of
instruction was held on Monday af-
ternoon in the aldermen's room in
the city building. Chairman Pender,
Secretary Morrison and Messrs. Mar-
tin, Adams, Thayer, McCarthy,
Hodgdon and Spinney were present.

The records of the last meeting
were accepted and the usual batch
of bills was approved and ordered
paid.

Mr. Hodgdon submitted the report
of the committee on finance and an-
nounced the estimates for 1903. The
total amount needed by the schools,
according to this report, will be \$45-
137.96. The income from various
sources, aside from the annual appor-
portionment, is \$5,789.07 and the amount
needed from the city will, therefore,
be \$37,348.88. The cost of running
the schools last year was \$42,926.32.

The report was accepted and adopted.
On motion of Mr. Thayer, the sal-
ary of Mrs. Powers, janitor of the
Spalding school, was increased to
\$16.50 per month, on account of ad-
ditional work. Mr. McCarthy moved
that the increase date from the be-
ginning of the school year, and the
motion was carried.

Waldo Pickett, treasurer of the
class of 1903, Portsmouth High school,
appeared before the board and an-
nounced that the class had voted to
set aside a sufficient sum of money
from the proceeds of its recent ben-
efit to purchase a corner stone for a
new High school building, the same
to be presented to the city.

The proposed gift was accepted
and a vote of thanks extended to
the class, on motion of Mr. Martin.
It was suggested that the class be
given the privilege of laying the
corner stone, in case a new building
for the High school should be ob-
tained.

Mr. Hodgdon, for the special com-
mittee, appointed at a previous meet-
ing, presented the following report,
which was accepted:

To the Board of Instruction.
Gentlemen: Your committee ap-
pointed to investigate the recommen-
dations of the superintendent look-
ing toward more room, offer here-
with their report.

The committee organized by the
choice of Charles E. Hodgdon as
chairman.

1. They recommend that such pu-
pils now enrolled in the eighth grade
as may be qualified at the end of the
present school year to enter the
ninth grade may be advanced to the
High school instead of to the ninth
grade, and that the course of study
in the elementary schools, not in-
cluding the Kindergarten, be eight
years instead of nine. This recom-
mendation is made in the belief that
the work of the lower schools can
be done in eight years as well, or bet-
ter than in nine. It is, however, ex-
pected that a room will in this way
be made available at the Farragut
and another at the Whipple, thus
providing for two classes which could
not otherwise be conveniently housed.

It is understood that this arrange-
ment throws an additional burden of
numbers on the High school, but
your committee believes that the ex-
tra number can be accommodated at
the High school while they cannot
be in the lower schools, and that it
is better that this move should now
be taken, while the present ninth
grade is comparatively small rather
than a year later when the ninth
grade will be much larger. In this
connection, your committee further
recommends that the eighth grade
teacher at the Whipple school act
as master's assistant, thus, conform-
ing without extra expense to well es-
tablished practice and putting the
Whipple on the same footing as the
Farragut school in this respect.

2. The committee finds that the
normal increase of attendance for
several years past has been nearly
100 and that there are credible
grounds for supposing that the ac-
cessions at the beginning of the next
school year will be 300 or more. The
rooms which have been heretofore in
use will no longer accommodate even
the normal increase. There re-
main at the disposal of the depart-
ment two rooms at the Manning St.
school, one room at the Peabody
building (Woman's Exchange), and
the third stories of the Whipple and
Farragut schools. The Franklin
building, it is believed, could be re-
modeled so as to accommodate about
40 more pupils. The utilization of the
third stories of the two buildings
named is passed over as not being at
present feasible, on account of the
great expense and doubtful possibi-
lity of heating it. It is recommended
that the Franklin be remodeled, and
Manning St. and Peabody buildings
be made available, thus providing
for about 150 additional pupils; and
that thereafter private buildings be
rented until such time as more ade-
quate accommodations can be had.

3. We find that immediate pro-
vision for the needs of both High
and lower schools is urgently nec-
essary. We therefore offer the fol-
lowing resolutions:

Resolved, That the Board of In-
struction reaffirms its action of
March 5, 1901 and again represents
to the city government that there is
urgent need of a new High school
building to accommodate the increas-
ed number of pupils in both the High
and the lower schools, and that the
question has become a critical one
demanding immediate attention and
action.

Resolved, That our representatives
to the General Court be requested
to use all honorable means to secure
the passage of an act permitting the
City of Portsmouth to borrow money
for the erection of a schoolhouse or
schoolhouses, the same to be not
counted toward the city's statutory
debt limit.

4. We find evidence from credible
sources that during a period of sev-
eral years to come the population of
the city will be increasing and the
question of more room is likely to go
far beyond the demands of the extra-
ordinary increase expected next
year. We find that the present High
school building, with some altera-
tions, could be utilized as an elemen-
tary school, and, as such would ac-
commodate over 300 pupils. We
therefore submit the following esti-
mate of the room available after the
erection of a new High school:

Pupils	
New High school	600
Farragut	288
Whipple	384
Haven	336
Franklin (remodeled)	120
Cabot St.	100
Spalding	140
Manning	70
Country schools	96

2194
Old High school (remodeled) ... 300
2494

This, in the minds of your com-
mittee, would probably provide for
the needs of the department in this
direction for several years to come.
But they believe that it ought to be
understood that the growth of the
city and the constantly increasing
popular need and demand for educa-
tion will make even further buildings
necessary in the near future. Again,
in referring to the possible use of
the old High school as a grade build-
ing, they do not wish to be understood
as recommending its use for that pur-
pose. In submitting this report of
their investigations, they deem it
prudent to recommend that, what-
ever new accommodations are planned,
they be planned with reference to a

program of building, which shall fore-
see so far as possible the ultimate
needs of the city. They therefore
deem it proper to propose that future
additions to the plant, beyond a new
High school, shall be composed of
small six-room buildings distributed
about the city in such manner as to
provide school privileges within
easy range of the homes of all the
younger children, and so that new
room may be provided as fast as the
growth of the city demands and no
faster.

They also propose that at the ear-
liest possible time, the Training
school be provided with a building of
its own and the Farragut be returned
to its original purpose of a six-room
building.

CHAS. E. HODGDON, Chairman.
EDWARD H. ADAMS,
LUCIUS H. THAYER,
FRED L. MARTIN,
Committee.

After the reading of the report, the
item relating to the sending of the
pupils of the eighth grade directly to
the High school was adopted by the
board.

In accordance with a motion made
by Mr. Thayer, the same committee
was appointed to confer with a com-
mittee from the board of aldermen
on the subject of a new building for
the housing of the High school. An
informal discussion followed as to
the best location for such a build-
ing.

The report of Mr. Morison, su-
perintendent of schools, for Decem-
ber, showed an enrollment of 1677
pupils for that month. The super-
intendent's annual report was then
read, accepted, and ordered sent to
the board of aldermen.

The session then adjourned.

UGLY RUMORS CURRENT.

Why New Hampshire is Deeply In- terested in Hazing Case.

The progress of the investigation of
the latest case of hazing at the An-
napolis naval academy will be watched
with keener interest, perhaps, in this
state than in any other, not because
the victim, Robert H. Pearson, is a
Concord boy, the son of the secretary
of state, but also for the reason that
unless the reports which have been
heard here are gravely exaggerated,
the young man has been subjected to
an ordeal of continual persecution.

Young Pearson is a member of the
fourth class; in other words he is in
his first year at the academy. From
the beginning of his stay at Annapolis
he appears to have been made a
special mark by the third class men
who have a fancy for "running" new
comers. This "running", by the way,
is supposed to be a sort of mild and
comparatively harmless hazing. In
Pearson's case, however, the stories
are that much harsher treatment was
meted out to him. As the dispatches
from Annapolis have told, the boy
was finally led to fight one of his tor-
mentors, with the result that he is in
the hospital with a broken jaw, and
Cadet Blasdel, of the third class, his
opponent, is under arrest.

Now, fights among the cadets are
contrary to regulations, but the out-
side public would probably not be
greatly excited by them ordinarily,
provided it believed the men were
matched with a reasonable regard for

HON. W. H. MOODY INJURED.

Secretary of the Navy in a Run-
away Accident at Annapolis.



Hon. W. H. Moody.

Annapolis, Md., Jan. 12.—Secre-
tary of the Navy Moody was severely
but not dangerously injured in a run-
away accident near the naval acad-
emy grounds today.

He was accompanied by Secretary
Hale and was being driven in a car-
riage from the railroad station to the
superintendent's house. While pas-
sing the cadets drawn up in review,
the horses took fright at the firing
of a salute of 17 guns. They dashed
by the line of cadets at a furious

pace and the breaking of the pole of
the carriage rendered them totally
unmanageable.

They finally turned into a vacant
lot, where Secretary Moody thought
he saw an opportunity and jumped
from the open door of the carriage.
He landed on a pavement and was
rendered unconscious by the shock.
The midshipmen broke ranks in short
order and bore Mr. Moody to the
superintendent's house where he re-
covered.

Senator Hale was uninjured.

fairness. So far as weight, height,
etc., are concerned, this probably is
the case, but it needs no long ex-
planations to show that a bout be-
tween a youth with the advantages of
a year's training in the academy's
splendid system of gymnastics and
one who is a novice is hardly likely
to be a really even contest, no matter
if avoirdupois be evenly divided. In
Pearson's case, the stories which
have reached New Hampshire, have
dealt more with his previous treat-
ment than with this fight, which be-
cause it has led to an investigation
may bring out an official version of a
long history of harsh treatment.

Among his mates in Concord Pear-
son was regarded as by no means
quarrelsome. He was a pleasant and
well liked boy. But, according to cur-
rent gossip, no sooner was he at An-
napolis than he was picked out for
trouble. Early in the summer it is
said, he was attacked by typhoid fever,
and he had hardly recovered from this
sickness when the "running" began.
At that time, the story goes, he was
put through the "sixteenth exercise,"
one of the most trying in the academy
list, until he fainted from his exer-

tions, and had to be taken to the hos-
pital, where he remained for about
three days. Pearson is said to have
declared that his exhausted condition
was the result of boat drill; but the
current stories turn upon the other
explanation.

Why the "running" did not cease
then is one of the questions which
people who have heard the rumors
would like to have answered. They
are not satisfied with the sequel
which deals with a boy with a broken
jaw.

A PROMISING COLT.

Tom Marsh has a colt at Dover
that was foaled June 4, 1902, sired by
Dreamer, 2:14 1/4, dam Suzette, by
Woodbrino, 2:25 1/4, that he regards as
the speediest and best gaited colt he
ever saw, and he has seen a few good
ones in his time. He calls this pre-
cocious youngster Rodweldma and
has paid up in \$59,500 worth of stake
engagements.

Takes the burn out; heals the
wound; cures the pain. Dr. Thomas'
Electric Oil, the household remedy.

WAS YOU IN THE RUSH

AT

French's Bargain Sale Yesterday?

IT REMINDED ONE OF THE DAY BEFORE
CHRISTMAS.

Some of the BARGAINS got buried at times in
the general pulling and hauling, but

THEY WILL BE IN SIGHT TODAY.

GEO. B. FRENCH CO.

When in Exeter

TRY A

DINNER

AT THE

**SQUAMSCOTT
HOUSE.**

N. S. WILLEY, PROPRIETOR,

EXETER, N. H.

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You want local news? Read the Herald. Here local news that all other local papers combined. Try it.

TUESDAY, JAN. 13, 1903.

Count von Schornborn, formerly minister of justice of Austria, in a letter to the Paris Temps on the subject of the submission of the Venezuelan dispute to the Hague tribunal, expresses pleasure that President Roosevelt declined to act as arbitrator, as "we Europeans have no interest to still further augment the immense prestige of the president," and "the United States is already sufficiently powerful. Its force and progress are assuming disquieting developments without indulging in rearmaments we only desire to remind the powers of Europe that, since the recent defeat of Spain, they have no reason to regard with tranquil beatitude the expansion of the transatlantic colossus. The economic superiority of the United States is recognized in Europe. It frightens us, but we do not see any serious attempt being made to resist it. As to political dangers which may come from that direction, it seems that we do not yet suspect them." Persons who are old enough to have personal memory of the contempt and derision with which the European press commonly spoke of this country less than fifty years ago, before the mighty struggle of the Civil war had demonstrated the strength of a republican form of government, and that the United States could not only carry on a great war but pay for it after it was over, can appreciate much better than those who are younger the vast change that has come over Europe's attitude since then. The great republic is no longer a cocky and boastful upstart that could easily be disciplined by any first class power that chose to do it; but a rival to be feared and watched, if not loved, by all Europe.

AT THE FRONT.

Time was, and not so very long ago, either, that the United States did not hold very high rank among the powers of the world. Officially, at least, the big western republic was inferior to any of the great powers of Europe, unless Italy and Austria might be regarded as great powers. Privately, the governments of those countries might have thought it well enough to let the United States alone, but they didn't intend to acknowledge it if they could help it. Since Spain was so thoroughly whipped, however, the attitude of Europe has changed. Of course the world did not expect that Spain would win in a clash of arms with the United States, but it was honestly believed that she would make a hard fight and cause her enemy considerable suffering. The ease with which the United States defeated Spain and the ridiculously small loss of the American forces in the short war, caused Europe to open its eyes very wide. It was not because Spain was beaten, but because she was beaten with so little apparent effort that the world wondered.

The exploits of the American soldiers in the Philippines and their later achievements in China still further strengthened in the opinion that the United States was as mighty in war as in the peaceful activities that had engaged the attention of its people for more than thirty years, previous to the conflict with Spain. The Americans have always regarded

his country as the most powerful in the world. He has never doubted its ability to meet and defeat any foreign nation which might at any time engage it. Other nations have in the past held a different opinion, although some of them have yielded to the United States' demands, when yielding meant a humbling of pride. Even today they do not give America the premier position, but as none of them claims it, either, there is no reason why the American should feel offended. England was once acknowledged to be the most powerful country in the world, but her days of supremacy are past and certainly neither France, Germany nor Russia has succeeded to her place.

No country today is admitted to be the greatest, but none claims to be greater than the United States. The day will come, so the patriotic American believes and the patriotic American has usually been right, when the United States will stand, unchallenged, at the very front. In his opinion, it stands at the front already, and, everything considered, his opinion is probably correct.

PENCIL POINTS.

President Roosevelt's opponents should have learned by this time that he can't be bulldozed.

Signor Marconi evidently hopes to make enough money out of his invention to support a wife.

Will Venezuela remember her debt of gratitude to the United States as long as Cuba remembered hers?

Few men are privileged to read their own obituaries, but the Mad Mullah can read his about every other day.

Some of the reform writers would like to have the people of the world do nothing but read the things they write.

It looks as if Germany coveted the entire earth, with one or two of the smaller planets thrown in for good measure.

A man freezes to death in the streets of New York on the same day that a millionaire donates a fortune to prevent such deplorable incidents as this.

The man who is willing to die for his country when there is no occasion or it is usually the man who falls to make good when his chance comes to him.

There are many people who regard the soldier as an idler and little better than a vagabond in time of peace, but how their attitude changes when a foreign foe threatens.

The attempt of some of the legislators of South Dakota to prevent Mrs. Molineux from getting a divorce does not appear to be prompted by any kindly feeling for Molineux himself.

The few American opponents of the Monroe doctrine tell us that it is dangerous. It is, for the European land grabbers.

The people of Alaska certainly cannot complain of neglect when a bill drawn up in their interest is twice passed by the national senate.

The report from Wheeling that a young woman of that city is to wed a Korean prince gives rise to the suspicion that the young woman must be in deadly fear of dying an old maid.

Down south they evidently love their colored brothers only while the colored brothers are content with hoe cake and bacon. When they try for a little wheat bread and roast turkey, the love of the white Southerner ceases.

SHOULD BE A CHEERFUL GIVER.

In Worcester, on the proposition that the mayor's salary should be raised from \$2500 to \$4000 per annum, it is urged that "he is constantly importuned to contribute to public enterprises and private charity and considerable portion of his salary is expended in that way." That is a pretty poor reason for mulcting the public for more salary. Every public man becomes a mark for importunities of this kind, and he ought to have the ability to withstand the appeals of the unworthy, and in the case of the worthy, if he gives anything, he should be willing to give out of his own pocket, and not expect more salary because of the giving.—Newburyport News.



UNCLE JOSH SPRUCEY.

The standard attraction Uncle Josh Sprucey, which comes to Music hall Monday evening, Jan. 19, is a comedy of unusual merit. No doubt it will be remembered from a previous visit here when a splendid impression was made. And from the lavish press notices it is receiving this season it is far better than ever. Only cities and large towns are being played this season and the production is being presented on a large scale. New and handsome scenery is used and the great saw mill scene is given with more realism than ever. The company is composed of twenty people and is one of unusual merit. The musical features include a splendid orchestra of ten soloists. A unique street parade is given at noon each day by the big band. The concert by the band on the street is very popular and attracts large crowds. This is the first season of this large and successful organization at popular price.

GRAHAM SOUTHERN SPECIALTY COMPANY.

The sale of seats for the performance by the Graham Genuine Southern Specialty company at Music hall Wednesday and Thursday evenings and matinee Wednesday afternoon, opened briskly Monday morning. It was very evident, to judge from the demand, that this famous organization continues to attract the best class of theatre-goers. Manager Graham has been among the first to combine the pastimes of the Southern negro in such a form as to be acceptable to the most fastidious. One is always sure to enjoy the latest "coon" songs and novelties at a performance by the Graham company. Seats are now selling rapidly at the popular prices.

HARD FOR FLORISTS.

They Have Difficulty in Keeping Up Steam in Their Greenhouses.

The lot of the greenhouse men is by no means a happy one at the present time. They burn a lot of coal and have to keep their fires up to a certain pitch to warrant temperature for their plants.

They have to take coal as they can get it and where they can get it, unless they were fortunate enough to have a contract and their bins filled early in the spring.

The soft coal that some of them are forced to burn is of such a nature that it will not keep steam up to the proper temperature although the night, and so there is a constant vigil. Some of them will look back upon this winter as one of the hardest in their experience.

HOW FRASER LOST HIS VESSEL.

The fishing schooner Richard Lester from Cape Porpoise, Captain James Wildes, put in at the Pool this morning and reported the loss of one of the crew, Frank Fraser of Boston.

The vessel was engaged in fishing Sunday off the coast and twelve dories were put off. Among them was one containing Fraser, who was alone.

Late in the afternoon when nine miles off Kennebunkport point it came on thick and stormy. Eleven of the dories came in, but Fraser failed to appear.

The wind came up almost to a gale and driving snow and sleet made it impossible to see any distance from the vessel.

Captain Wildes cruised about for a number of hours in an endeavor to locate the missing dory, but no trace of it could be found.

It is not thought that Fraser could have survived the cold, even if his dory withstood the gale.

Word came up from the Pool this afternoon that so far as was known no tidings of Fraser had been discovered today.—Biddeford Journal.

Frank Fraser was picked up off this harbor on Monday morning by the big five-masted schooner Mary Barrett and brought into this port.

Scratch, scratch, scratch; unable to attend to business during the day or sleep during the night. Itching piles—horrible plague. Doan's Ointment cures. Never fails. At any drug store, 50 cents.

The Show Girl.

HAPPENINGS IN EXETER.

Electric Railway Lines Tied Up By Sunday's Storm.

Sixty Candidates Appear For The Academy Track Team.

Budget of Other Timely Topics From Our Special Correspondent.

Exeter, Jan. 12. Yesterday afternoon's snow storm followed by the rain in the evening which later froze and turned into ice, played havoc with the street railway system here this morning. Until the middle of the forenoon the road was completely tied up. The car which left the Hampton car barn at 6.30 this morning did not reach Exeter until 8 o'clock. The first through car from Portsmouth arrived at 10 o'clock, two hours late. The mail car from Amesbury was three hours late. A snow plow ran off the track about two miles this side of the Casino and no cars ran through to the beach until this afternoon. The trains on the steam road were about on time.

Trainer George S. Connors of the Phillips-Exeter track team will begin his work tomorrow with about sixty candidates. Of the men who secured points in the Andover meet last spring the winners of only 7 1/2 points now remain in school. There seems to be, however, some very promising material. Exeter has received an invitation to send a relay team to the B. A. A. meet at Boston on Feb. 14 to meet an Andover team. The invitation has been accepted and other athletes will also be sent. On Feb. 23 the annual faculty shield meet will be held. March 21 a team will compete at the indoor interscholastic meet at Boston.

At tonight's meeting of the local lodge, Knights of Pythias, the following officers were installed by District Deputy Alton L. Ingalls of Exeter: M. of W., John W. Kane; C. C., Edward H. Richards; V. C., George Wentworth; M. at A., Fred W. Sanborn; Prelate, Clarence M. Collins; M. of E., W. S. Day; M. of E., George M. Goodwin; K. of R. and S., J. Warren Tilton; Trustees, Winslow Shaw and Herbert L. Seekins; A supper and a smoke talk wound up the evening.

The coach of next spring's baseball nine at Yale will be W. H. Murphy, Jr., a Phillips-Exeter player of the late eighties. Among the candidates for the team will be Rockwell, P. E. A. '01, quarter on the blue's eleven last fall, Jackson, pitcher and first base on last year's Exeter nine and Cornwall, a former Exeter man. The three men named will try for the positions of catcher, pitcher and right fielder, respectively.

Today, another aspirant, Fred A. Moore, announced himself a candidate for treasurer of the school board. Mr. Moore is a popular young man and is employed at Smith's shoe store. He is a member of the Royal Arcanum. He graduated from the Exeter High school in 1899.

Peter Eno, formerly manager of the New England brick company's yards at East Kingston, and who resigned last December, will operate a yard for himself next spring. He has purchased land formerly owned by Robert Scott on the Pickpocket road, which he expects will make an ideal place for a yard as there is plenty of clay. He has purchased a sand pit of Frank W. Swallow. He expects to begin operations in April.

The death of Mrs. Betsey Towle Tuttle, wife of Charles Tuttle, occurred at her home on Main street this morning after a lingering illness of several years' duration. She was 82 years of age. Her nearest surviving relative is her husband. The funeral services are appointed for Thursday.

The "Jolly Four," a quartette composed of Charles Bean, Henry Boardman, Frank Cooper and James Cannon will give a dance in Rod Men's hall on Saturday evening, Jan. 17.

Charles de Young, Phillips Exeter '01, Harvard '05, has been elected assistant manager of the Harvard basketball team.

Charles W. Taylor of Boston passed Sunday and Monday in town. Misses Bernice and Mildred Traker of Haverhill Mass., passed Sunday with their aunt, Mrs. E. S. Thynge in Exeter.

Anthracite coal is now \$12.75 a ton in Exeter. Three cars were received today. Bituminous coal is \$7.50 a ton and there is about sixty tons in town.

Mrs. Annie D. Curtis died at Hampton Falls yesterday at the age of 79 years. She leaves a sister, Mrs. Sarah Brown of Exeter.

A daughter was born to Mr. and Mrs. Peter Laframboise today.

The members of the Epworth league of the Methodist church enjoyed a sleigh ride to Raymond this evening. A supper was enjoyed at the Squamscott.

The ladies of the Baptist church will give a social and supper in the vestries on Thursday afternoon and evening.

A party of Kingston people enjoyed a sleigh ride to Exeter this evening. A supper was enjoyed at the Squamscott.

SPORTING GOSSIP.

The New England baseball league will hold their annual meeting in Boston next Wednesday.

T. H. Murnane in the Globe says that the league will have no trouble in finding a city to take the place of Dover if the owners of that franchise decide to give up the business.

Fred Doe is at the detention hospital in Boston, ill with a light case of smallpox, and will not be around for some time. He has, however, delegated a friend to look out for his interests at the N. E. league meeting, as he is anxious to remain connected with the league.

The following letter to the Monitor from Manager John J. Carney looks as if something was doing in base ball circles: "The best news that I can offer since the Concord club was organized is the signing of John Tins, in my estimation the best minor league player in the country today, bar none—left hand hitter and can run in 10 1/4—outfielder. He costs more than \$10 per week, but we must have them. I am delighted over the signing of this man. Connie Mack of the Philadelphia Athletic club is responsible for the deal, although I have been trying to get him since last summer."

The Granite state track in Dover holds one world's record, that of the fastest nine heat pacing race. The race was held July 28, 1899, and was won by Dombey, Jr., driven by Fred Doble. Dombey, Jr., won the third, eighth and ninth heats. Belle Colley won the first and sixth heats; Marion G. won the second and fifth heats and Maxine the fourth and seventh heats. Ten horses started in the race and E. E. Knott driven by Brewster was the only one in the lot to get the flag. He was distanced in the fourth heat. Chelsea driven by Dore was withdrawn in the fourth heat after finishing 10.8 in the three first heats. Alcide driven by Foshner, was withdrawn in the fifth heat, having finished 7.8 in the first four heats, Frank L. Jack and Peter Turney were sent to the stable at the end of the fifth heat according to the rule, for not winning a heat in five. The time was 2.09 1/4, 2.10, 2.11 1/4, 2.13 1/4, 2.15, 2.14, 2.15, 2.23 1/4.

Little Gyp, the famous horse owned by Hon. Warren F. Daniell and driven by C. H. Gordon, seems to have things all her way on the Franklin speedway this winter. Saturday Gyp had no trouble in beating the New York horse Master Chimes, who was driven by J. L. Lorain of Tilton. Gyp is considered the fastest sleigh horse in New Hampshire and holds the cup for the champion of the Concord speedway of last season.

JOHN LANGDON CLUB MEETS.

Interesting Address By President Murkland Of New Hampshire College.

The John Langdon club held a meeting on Monday evening in the chapel of the North church on Middle street. Henry C. Morrison presided and there was a very large attendance of representative citizens. The principal feature was an address on economic conditions and the relations of capital and labor, by President Charles S. Murkland of New Hampshire college. Mr. Murkland spoke very interestingly and convincingly. His arguments were logical and he handled his subject in a masterly manner.

The address was one of the best ever delivered before the club.

When doctors fail try Burdock Blood Bitters. Cures dyspepsia, constipation; invigorates the whole system.

MATCH BOWLING GAME.

There will be a match game on the Reece bowling alleys this evening, between the Dover and Portsmouth teams.

The lawmakers have girded on their armor and returned to Concord ready to introduce bills.

RHEUMATISM CURED IN A DAY.

"Mystic Cure" for Rheumatism and Neuralgia radically cured in 1 to 3 days. Its action upon the system is remarkable and mysterious. It removes at once the cause and the disease immediately disappears. The first dose greatly benefits. 75 cents & \$1.00. Sold by Geo. Hill, Druggist, Portsmouth.

Granite State Fire Insurance Company of Portsmouth, N. H.

Paid-Up Capital. \$200,000.

OFFICERS.

CALVIN PAGE, President.
JOHN W. SANBORN, Vice President.
ALFRED F. HOWARD, Secretary.
JOHN W. EMERY, Asst. Secretary.
JUSTIN V. HANSCOM, Treasurer.
CALVIN PAGE, JOHN W. SANBORN, JUSTIN V. HANSCOM, ALBERT WALLACE, and E. H. WINCHESTER, Executive Committee.

A BONANZA AT HOME.

THE COUNTY FAIR & MUSICAL RAILWAY has been in operation for 3 years, and in that time has netted its owner \$12,000 and its cost \$3,000. We have the right to this amusement at Exeter, N. H., and shall add many new and improved attractions. It will be located 1/2 mile from the State Bath House and on the State Railroad.

WE GUARANTEE 10 PER CENT.

We GUARANTEE 10 per cent and much more dividends are likely to be earned. This stock will be for sale in a limited time. Advertisers may stop in January, and if you want any stock you must be prompt. Only 25,000 shares are offered. When the buildings are up and the enterprise earning money, you will be 100 per cent; then no stock can be had. Not less than 25 shares nor more than 500 to one person; 25 per cent with order balance to pay 60 days. Send for prospectus WHETHER YOU BUY OR NOT. INVESTIMATE.

75 TO 100 PER CENT DIVIDENDS

The crowd that frequent Exeter Beach are immense, and the vast amusement there is paying large dividends. The proprietors, for instance, in their report for 1901, shows that it earned \$24,386 net profit, running only 6 weeks in the season. It is the only place known for 30 years earned about \$25,000 net profit, sufficient to pay 75 to 100 per cent dividends. None of its stock is for sale.

LITERAL GOLD MINES.

THE COUNTY FAIR & MUSICAL RAILWAY is more attractive and has a much greater earning capacity than the above-mentioned amusement. Are mining, oil, real estate, railroads, savings banks, industrial stocks, it will buy? Do you know that \$400,000 are yearly spent in the U. S. for minerals and only \$100,000,000 for bread? Want to earn money? Stocks are literal gold mines and are so much offered, and this may be the only chance in your lifetime to get a legitimate bookish right at home where you can see your gold mined. Address:

REVERE BEACH COUNTY FAIR AND MUSICAL RAILWAY CO.,
100 HOLLISTON STREET, BOSTON, MASS.

J. A. & A. W. WALKER SOLE AGENTS FOR OLD COMPANY LEHIGH COALS ALSO Reading and Wilkesbarre Coals

Best Preparation Obtainable In This City.

187 MARKET ST.

RIPANS

The simplest remedy for indigestion, constipation, biliousness and the many ailments arising from a disordered stomach, liver or bowels. Ripans Tablets. They have a powerful laxative action, and their timely aid removes the noxious matter that is the cause of many little ills that beset mankind. They go straight to the seat of the trouble, relieve the distress, cleanse and cure the affected parts, and give the system a general tonic up. The five-cent packet is enough for an ordinary occasion. The family bottle, 50 cents, contains a supply for years. All druggists sell them.

FOR SALE—Carriages, Jobbing and Horse Shoeing Business. A rare chance for a young man to continue. Established about 20 years. Terms liberal, as I am not able to continue in it. Apply to G. J. Greenleaf, back of Post Office.

INSURANCE—Strong companies and low rates. Please apply to insurance agent, remember the old firm, Halsey & George. 106-107.

COOKIES—You can buy groceries, a lot of kinds of meats, provisions and vegetables at W. H. Smith's as cheap as at any place in the city.

MEN AND WOMEN.
The best for medicinal purposes. It is a powerful purgative, and is not a habit-forming drug. It is a powerful purgative, and is not a habit-forming drug. It is a powerful purgative, and is not a habit-forming drug.

LABOR UNION DIRECTORY

CENTRAL LABOR UNION.

Pres., John T. Mallon;
Vice Pres., James Lyons;
Sec. Sec., Francis Quinn.
Composed of delegates from all the local unions.
Meets at A. O. H. hall, first and last Thursday of each month.

FEDERAL UNION.

Pres., Gordon Preble;
Sec. Sec., E. W. Clark.
Meets at A. O. H. hall second and fourth Fridays of each month.

TYPOGRAPHICAL UNION, NO. 422.

Pres., William B. Randall;
Vice Pres., Harrison O. Holt;
Sec. Sec., Miss Z. Gertrude Young;
Serg. At Arms, Arthur G. Brewster;
Serg. At Arms, Wilbur B. Shaw.
Meets in Peirce hall, second Saturday of each month.

PAINTERS.

Pres., William T. Lyons;
Sec. Sec., Charles H. Colson.
Meets first and third Fridays of each month, in G. A. R. hall.

COOPER'S UNION.

Pres., Stoughton Truman;
Sec. Sec., John Mollen.
Meets second Tuesday of each month in G. A. R. hall, Daniel street.

MIXERS AND SERVERS, NO. 302.

Pres., John Harrington;
Sec. Sec., William Dunn.
Meets in Hibernian hall, first and third Sundays of each month.

HOD-CARRIERS.

Pres., Frank Bray;
Sec. Sec., Braden Hersey.
Meets 33 Market street, first Monday of the month.

GROCERY CLERKS.

Pres., William Harrison;
Sec. Sec., Walter Staples.
Meets first and third Thursdays of the month in Longshoremen's hall, Market street.

TEAMSTERS UNION.

Pres., John Gorman;
Sec. Sec., James D. Brooks.
Meets first and third Thursdays in each month in Longshoremen's hall, Market street.

BARBERS.

Pres., John Long;
Sec. Sec., Frank Han.
Meets in Longshoremen's hall, first Friday of each month.

GRANITE CUTTERS.

Pres., John T. Mallon;
Sec. Sec., James McNaughton.
Meets third Friday of each month at A. O. H. hall.

CARPENTERS UNION.

Pres., Frank Dennett;
Sec. Sec., John Parsons.
Meets in G. A. R. hall, second and fourth Thursdays of each month.

LONGSHOREMEN.

Pres., Jere. Cough;
Sec. Sec., Michael Leyden.
Meets first and third Wednesdays of each month in Longshoremen's hall, Market street.

BOTTLERS.

Pres., Dennis E. Drislane;
Sec. Sec., Eugene Sullivan.
Meets second and fourth Thursdays of each month at Peirce hall, High street.

BREWERY WORKERS.

Pres., Albert Adams;
Sec. Sec., Richard P. Fullam;
Fin. Sec., John Connell.
Meets second and fourth Thursdays of the month, at 38 Market street.

BRICKLAYERS AND MASONS.

Pres., Charles E. Whitehouse;
Sec. Sec., James B. Chickering.
Meets first and third Saturdays of each month in Red Men's hall.

BOOT AND SHOE WORKERS UNION NO. 14.

Pres., James H. Cogan;
Fin. Sec., W. S. Wright;
Treas., Edward Amerson.
Meet in U. W. U. hall every second Thursday of the month.

Professional Cards.

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Portsmouth, N. H.

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Residence, 98 State St.
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Office Hours:
10 A. M. to 4 P. M. and 7 to 9 P. M.

MUST BE RAISED.

Castro Insists On Cessation Of The Blockade.

Italy Said To Support Him In This Position.

Government At Rome Has No Desire To Crush Venezuela.

Washington, Jan. 12.—Advices received here indicate that while Minister Bowen comes here as Venezuela's commissioner in the negotiations looking toward a settlement of the claims of the allies, President Castro has made it a condition that the blockade of the Venezuelan ports must be raised before Mr. Bowen can proceed in the preparation of the protocol for a peaceful adjustment of the difficulty.

Moreover, it now develops in this regard that Venezuela is likely to have the support of Italy in the condition imposed. The United States of course, will also throw her power and influence on the same side.

Italy has acted with the intention of collecting her claims against Venezuela and nothing more. She does not desire to crush the South American republic, but simply to procure the money due her.

Germany Is Guessing.

Berlin, Jan. 12.—The foreign office here is somewhat puzzled by President Castro's last note.

He avoids specific acceptance of the powers' stipulations and seemingly leaves the basis for a settlement as indefinite as in his preceding despatch agreeing generally to the proposition. The reply has really not advanced the matter at all, but it is confidently supposed he has given Minister Bowen full power of attorney.

The state department at Washington has advised the foreign office that Mr. Bowen has sailed from La Guaira.

Nothing more will be done from this side until Mr. Bowen reaches Washington.

It is hoped that a full agreement will be attained without arbitration.

A RESCUE AT SEA.

Steamer Rotterdam Saves The Crew Of A Small Schooner.

New York, Jan. 12.—At the office of the Holland-America line news was received today of the rescue by the steamer Rotterdam of the crew of the schooner Pioneer in mid-ocean on Dec. 11.

The pioneer left Exploit Harbor, N. S., for St. John's on Dec. 4. She was disabled in a snow storm and blown out of her course. For two weeks the schooner was at the mercy of the seas. The rations gave out and the sufferings of the members of the crew were terrible. They had given up in despair and were almost at the point of death, when the Rotterdam sighted them and picked them up.

COAL DEALER ON TRIAL.

Senate Committee Investigating High Price Of Fuel In Washington.

Washington, Jan. 12.—V. Baldwin Johnston was the witness today before the senate committee on the District of Columbia, which is investigating the cost of coal in Washington.

Johnston admitted having sold coal for \$20.00 a ton, but said that he had disposed of only about 50 tons at that rate.

He testified that he had bought coal of a Philadelphia dealer on Oct. 24 and 28 at \$4.75 a ton, on Nov. 4 at \$5.75, on Oct. 17 at \$5.00 on Nov. 11 at \$7.00 and on Nov. 25 at \$8.25. To each of these prices was added \$2.00 for transportation.

When asked if he had bought any coal of the Reading company, he refused to answer. He was given until tomorrow to think the matter over, and if he is still obdurate then, he will probably be proceeded against for contempt.

AWARDED HONORS.

President Eliot And Mr. Hyde Remembered By French Government.

Paris, Jan. 12.—The government list of Americans who received New Year's honors, includes among those of higher rank, President Eliot of Harvard university and James H.

Hyde, who founded a French course at Harvard. They are awarded the cross of the Legion of Honor.

PENSION DAY WITH THE HOUSE

Interesting Colloquy Between Representatives Sulloway and Bartlett.

Last Friday was pension day with the house and Congressman Sulloway succeeded in having some one hundred bills considered out of the 8000 that are at the present time pending in his committee. It is doubtful if there is more than one more pension day in the house, and the prospect of further legislation of this nature at the present session is not very flattering. In the course of the consideration of one of the bills, Representative Russell of Texas made a vigorous protest against such legislation. His remarks resulted in a general discussion in which several members of the house on both sides participated, and the following interesting colloquy occurred between Representative Bartlett of Georgia and Congressman Sulloway:

Mr. Bartlett.—Since this discussion began I have read the report; and what I wish to ask the gentleman from New Hampshire is this: If the disability from which this man is suffering has arisen by reason of wounds in battle, how is it that he can not get at the pension bureau an increase upon his \$24 a month? If he is entitled to such an increase—and I must say, from the hurried investigation I have been able to give the facts as reported by the committee, that he seems to be entitled—how is it that he cannot get it at the place where the government has directed he shall first apply? Why is it that he has had to appeal to congress for this increased pension? That is what I want to know.

Mr. Sulloway.—May I ask the gentleman a question.

Mr. Bartlett.—I shall be pleased to answer if I can do so.

Mr. Sulloway.—The gentleman is a practicing attorney?

Mr. Bartlett.—Yes; I have tried my hand at it.

Mr. Sulloway.—Then I ask the gentleman whether he has ever tried a case in which the court ruled against him and he appealed from the ruling?

Mr. Bartlett.—Yes.

Mr. Sulloway.—Well, this case has been to the pension bureau, and the bureau has refused the increase. An appeal has been brought to congress, and this committee is unanimously of the opinion that this man's claim ought to have been allowed at \$72 a month; but we have decided to compromise the matter, not giving him the entire \$72 which he should have, but giving him \$50.

Mr. Bartlett.—I understand that, but I do not understand that this house of Representatives is a board of review or a court of review of the pension bureau.

Mr. Sulloway.—Well, it happens to be, whether the gentleman so understands it or not.

Mr. Bartlett.—All right, then; if it be true, as the gentleman states, then the pensioner and the present beneficiary of this bill has not obtained what he was entitled to at the hands of the pension bureau.

Mr. Sulloway.—That is what I say, in my judgment, on my honor as a man and a member of this house.

WATCHING THE ICE.

Dealers Looking To Their Ponds For Annual Supply.

The ice men are keeping tabs on the weather about this time, with some apprehension as to when the ice is to get thick enough for cutting.

At the present time it is about eight inches thick on the ponds in this vicinity, but they are waiting for three or four more inches before they commence cutting. The frequent thaws that have been encountered lately have interfered with the proper freezing of ice, it getting thin around the edges of the ponds. A continued cold spell with the thermometer around the zero mark would give the required thickness and cutting would commence.

The snows of the winter have made frequent clearings of the ponds necessary.

PLACED IN AN ASYLUM.

Goubet, The French Inventor, Develops Insanity.

Paris, Jan. 12.—Goubet, the inventor of submarine torpedo boats, has developed insanity and has been placed in an asylum.

NOTICE.

The regular meeting of Storer Relief Corps, No. 6, will be held in G. A. R. hall, Wednesday afternoon, Jan. 14, at two o'clock. Installation in the evening.

Per order,
President.

The Show Girl.

THE COMMITTEES.

Speaker Cheney Makes Appointments Monday Night.

Notices Given In The House Of Nineteen Bills.

Several New Electric Railways Will Probably Be Incorporated.

Concord, Jan. 12.—The membership of the house committees of the legislature were announced by Speaker Cheney at the opening of the session tonight. There was considerable surprise when it was found that the speaker had appointed the same members to the committees on judiciary and legal law. The members are as follows:

Batchelder of Keene, Nason of Dover, Remick of Littleton, Cavanaugh of Manchester, Mitchell of Littleton, Buckley of Lancaster, Whittemore of Dover, Scammon of Exeter, Goss of Berlin, Woodman of Concord, Whiteaker of Haverhill, Phillips of Franklin, Small of Rochester.

The following were appointed chairmen of the other committees: Agriculture, Hoyt of Sandwich. Agricultural college, Edgerly of Tuftonboro.

Appropriations, Wallace of Rochester.

Asylum for the insane, Crossman of Lisbon.

Banks, Sawyer of Milford.

Claims, Hamblett of Charlestown.

County affairs, Ward of Hillsboro.

Education, Fox of Marlow.

Elections, Taggart of Manchester.

Feeble minded school, Horne of Hanover.

Fisheries and game, Gould of Lebanon.

Forestry, Churchill of Cornish.

Incorporations, Preston of Henniker.

Insurance, Donahue of Manchester.

Labor, Worcester of Rochester.

Manufactures, Ela of Warner.

Military affairs, Robie of Concord.

National affairs, Hill of Concord.

Public health, Mitchell of Lancaster.

Public improvement, Collins of Nashua.

Railroads, French of Moultonboro.

Retrenchment and reform, Morrill of New Hampshire.

Revision of statutes, Bartlett of Derry.

Roads and bridges, Foye of Portsmouth.

Soldiers' home, Severance of Exeter.

State prison, Lowell of Exeter.

Towns, Darling of Whitefield.

Appointment, Tannatt of Pembroke.

Engrossed bills, Willis of Concord.

State library, Whiteaker of Hanover.

State house, Lintott of Nashua.

Notices were given of 19 bills, among which are measures for the incorporation of the Manchester and Derry, Manchester and Milford, Nashua, Manchester and Concord and the Littleton, Bethlehem and Franconia electric railroads.

ELIOT.

Eliot, Me., Jan. 13.

The John F. Hill grange held its meeting last evening and the following officers were installed:

Master, A. W. Nowell;

Overseer, Edward Bartlett;

Lecturer, Dr. H. I. Durgin;

Steward, James Coleman;

Assistant Steward, Charles Drake;

Chaplain, William L. Fernald;

Treasurer, Howard Libbey;

Secretary, Inez J. Remick;

Gate Keeper, Leander Plaisted;

Ceres, Mrs. Lizzie Nowell;

Pomona, Etta Leach;

Flores, Mrs. Alta Durgin;

Lady Assistant Steward, Lottie Frye;

Pianist, Mrs. Esther Drake.

At the close of the ceremonies a supper was served to the members of the grange.

SOUTH ELIOT.

South Eliot, Me., Jan. 13.

Mrs. George Fuller of Portsmouth called on friends in town recently.

Charles H. Cole has been required at the Charlestown navy yard and has reported for duty.

Miss Berenice D. Dixon is taking a vacation.

If it was not for the watchfulness of the motormen on our electric road many a family would be mourning

YESTERDAY'S HERALD.

(Amount of set matter.)

Local 6 1/4 cols.
Random Gossip 1 1/4 "
Telegraphic (not plate, but fresh) 2 1/2 "
Miscellaneous (editorials, theatrical) 10 "

The Herald is the only afternoon paper in Portsmouth that prints all the news worth printing every day, besides presenting exclusive special features and running in "scoops" so frequently that they are considered almost ordinary occurrences in this office.

the loss of a pet kitten or dog, as the tracks seem to have a fascination for them.

The bargain sales this week at Portsmouth are attracting the ladies of this town in large numbers.

Mrs. S. A. Pickering was a visitor in Portsmouth, Sunday.

There has been a run of very low tides the past four days.

Rev. Mr. Thayer, presiding elder of the Portland district, preached at the Methodist church Sunday afternoon.

The ladies' circle will meet with Mrs. George W. Brown on Thursday afternoon next.

Mrs. Charles Holmes of Portsmouth was the guest of relatives in town one day last week.

Mrs. Allen Tobey entertained her sister, Mrs. George McPheters, of Portsmouth, on Friday last.

Conductor William Goodrich of the local trolley line is enjoying a vacation in Alfred, with friends.

Mrs. N. A. McKenney of Portsmouth was a visitor in town last week.

Many who have been on the sick list are now improving to the great joy of their friends.

NEWINGTON.

Newington, Jan. 12.

Miss A. A. Adams, who is passing the winter in Portsmouth, is the guest of Mrs. Harry deRochemont for a few days.

Miss Amanda Pickering will entertain the Reapers' circle on Wednesday afternoon.

On Saturday evening a party of our popular young people enjoyed a sleighing party.

Miss Eva Pickering returned to Andover, Conn., on Saturday, to resume her duties as teacher there, after a vacation of three weeks.

Dr. Pike of Greenland was a visitor in town on Saturday afternoon.

No services were held in the church on Sunday owing to the absence of the pastor, who is passing a week at Boston.

Joseph Mott is hauling the lumber and is soon to have an addition built to his barn and make other improvements to his buildings.

C. A. Badger is having a carriage house built, the work being done under the direction of Mr. Moody.

Mrs. Josephine Hoyt and Miss Hope Trefethen have returned from an extended visit at Washington.

The annual meeting of the Congregational church was held Monday afternoon, Jan. 5, at the church. The following officers were chosen:

Clerk, J. M. Hoyt;

Treasurer, Frederick Pickering;

Deacon for two years, Frederick Pickering.

Miss Annie Beane who has been visiting relatives in Rockland, Me., returned home on Friday.

Mrs. Harriett Hoyt returned home on Friday from a two weeks' visit with her son in Melrose, Mass.

Cyrus Frink and family have moved into their new house.

Mrs. Joseph Hoyt and sister, Miss Hope Trefethen, returned this Monday morning from a two weeks' trip to Washington and vicinity.

Mrs. Louisa Ricker and daughters of South Berwick were called here last week by the death of her sister Mrs. H. H. Jones.

Wesley Badger is in Concord attending the legislature and performing the duties which come to him as representative of our town.

The many friends of Mrs. Josephine Jones, widow of the late Homer Jones, were grieved to hear of her death last Tuesday, at the home of her brother, Clarence de Rochemont.

Mrs. Jones had been ill for a year or more. She was held in high esteem by all who knew her. She leaves two sisters and three brothers to mourn her loss. Funeral service were held Friday afternoon.

Rev. L. H. Thayer officiated. Interment was in the family lot in the town cemetery.

Several of our young people went on a sleighing party on Saturday evening. The beautiful moonlight night and the fine sleighing were such that the ride was greatly enjoyed by all present. The party consisted of Martha Hoyt, Mary B. Hoyt, Dora Badger, Edith Badger, Florence Badger, Katherine Beane, Ann B. Frink, Louis Harrison, Herbert R. Pickering.

The Herald leads—it is never headed. It is gratifying to know that the people have been fast finding this out. Now they wait for the Herald every afternoon and get something to read. Lively times or dull—it makes little difference with the Herald. It always manages to scrape together a readable variety of news and chat.

ing, John F. Rowe, Manning Hoyt and Harry Cunningham. PHOEBE.

KITTERY.

Kittery, Jan. 12.

Mrs. G. Sheldon Manning, who has been visiting her daughters in town for the past ten days, returned to her home at West Townsend, Mass., today.

Mr. and Mrs. Leslie Williams, who have been passing a vacation at Mrs. Williams' former home in Virginia, have returned.

Jacob Bedell, who has been very sick for the past fortnight, was reported a little more comfortable yesterday.

At the regular meeting of York Rebekah lodge, No. 3, I. O. O. F., on Saturday evening, the following officers were installed:

N. G., Luella J. Smith;

V. G., Hattie Adams;

Sec'y, Almira S. McIntire;

Fin. Sec., Abbie P. Philbrick;

Treas., Edna P. Fernald;

Ward., Saddle Chaney;

Con., Annie M. Boulter, I. G.;

O. G., Marion Philbrick;

Chap., Ida Manson;

R. S. N. G., Angella M. Hayes;

L. G. N. G., Moline Luts;

R. S. U. G., Sarah Grant;

L. S. V. G., Emma Jackson;

After the exercises the company sat down to a bountiful banquet. Following is the menu:

Baked Beans, Escalloped Oysters

Salmon Salad, Vegetable Salad, Bread

Cold Ham, Pickles, Mince Pie,

Squash Pie, Whipped Cream Pie, Assorted Cakes, Oranges, Hot Coffee, Apples.

Miss Angie Clifford has been the guest of friends in town for a few days.

The John Peirce company loaded two large derricks, two hoisting engines, and some large timber which has been used at the new dry dock, at the navy yard station, freight yard Saturday for shipment to another job.

The sixth assembly of L'Inconnu will be held Friday evening.

Supt. Noharr of Snare and Trieste, has a gang of men tearing down the old chain shed at the navy yard, making ready to commence work in the spring upon the new building for the storage of boats.

A joint committee from Riverside lodge of Odd Fellows, Constitution lodge, K. of P. and Naval lodge of Masons are considering the advisability of building a hall to use jointly.

Mrs. E. E. Otis returned Saturday from a visit with relatives in Walden.

Kittery, Me., Jan. 13.

Horace J. Philbrick is enjoying a fifteen days' vacation from his duties in the steam engineering pattern shop.

Two small shifting engines were taken to the navy yard Sunday and will be used at Henderson's Point.

The postoffice inspectors were in town Saturday and made an inspection of the local office.

The West End Whist club will meet this evening with Mrs. John Green at her home in Portsmouth.

The members of Riverside lodge, No. 72, I. O. O. F., with their invited friends passed a very pleasant evening when the officers-elect for the ensuing year were installed by Grand Master Higgins of Brewer, Me., and suite. The following were installed:

N. G., Amos L. Rundlett;

V. G., Ira C. Keck;

Secretary, Edwin V. Wilcox;

P. Secretary, O. Sumner Paul;

Treasurer, George D. Boulter;

Warden, Ralph Luts;

Cond., George A. Dinmore;

Chap., James R. Philbrick;

R. S. N. G., S. A. Jackson;

L. S. N. G., Daniel Marden;

R. S. V. G., Frank Parker;

L. S. V. G., Frank Shaw.

I. G. G. C. Hoyt;

O. G. C. A. Myers.

After the installation exercises the company were invited to the lower hall, where a bountiful banquet had been spread by the committee.

Miss Agnes C. Norton is visiting friends in Claremont, N. H.

The young people were enjoying fine sliding on Rice's hill last evening.

The Show Girl.

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RANGES
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KITCHEN FURNISHING GOODS

Everything to be found in a First-class Kitchen Furnishing Store, such as Tinware (both grades), Enameled Ware (both grades), Nickel Ware, Wooden Ware, Cutlery, Lamps, Oil Heaters, Carpet Sweepers, Washing Machines, Wringers, Cake Closets, Lunch Boxes, etc.

Many useful articles will be found on the 5c and 10c Counters.

Please consider that in this line will be found some of the Most Useful and Acceptable Holiday Gifts

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(Successor to Samuel S. Fletcher)
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Furniture Dealer
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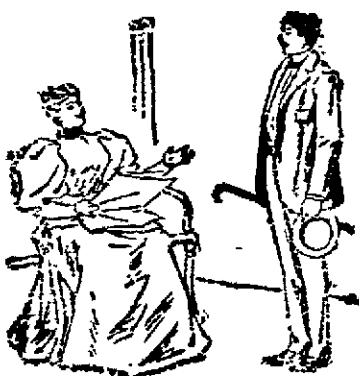
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ENDING THE CONTROVERSY

By John Barton

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When Jacob Stansell became a widow, there were those who predicted that he would ask for the hand of the Widow Tracy. Not only did their farms join, but they had known each other from childhood, and even after both had married they had always spoken of each other as Jake and Mary. No one was surprised when, after a year or so, it was announced that the line fences between the farms would soon be thrown down and all the land become Stansell property. Then incidents began to happen. Jacob's sister came on from Illinois to pay him a visit, and a lawyer in the village cast covetous eyes on the widow and her lands.

It was inevitable that with an old maid on one side and a lawyer on the other trouble should come. The sister didn't want the brother to marry again, and the lawyer didn't want the widow to wreck her happiness, and so it came about that within four weeks the marriage was off. They couldn't even be neighbors after the lawyer and the sister got fairly to work.

The lawyer stood on what he called the legal aspects of the case—that is, he called Jacob Stansell a designing scoundrel who had no other end in view than securing the widow's property.

The old maid sister didn't care for legal aspects, but she wasn't going to see Jake harassed to a woman whose extravagance would land him in the poorhouse.

There had always been a question as to the location of one of the line fences. In a good natured way the Stansells had contended that the fence was over on their land by three inches. The matter had rested there for fifteen years, but the lawyer and the sister dug it up. Surveyors were engaged, lines run and the difference of an inch was disputed over until it ended in a lawsuit.

It was while the last survey was being made that Stansell met with a great loss. He had sold off twenty head of cattle to a drover and received the cash in hand, and at the end of the day had found his wallet missing. When it was hunted for in vain, the lawyer charged Jacob with lying about its loss, and the sister charged the lawyer with having found it and converted the money to his own use. Of course an action at law followed this assertion, and one day Jake and Mary awoke to the fact that they had five or six suits on hand against each other, to say nothing of two or three extra ones brought by the lawyer and the sister to keep things from getting



"JAKE, JAKE, WHY DID YOU SHOOT ME?" WAILLED THE WIDOW.

slow. The principals would have been glad to drop the quarrel and ask each other what it was all about, but they were not permitted to. It had to go on.

There had been more trouble over the hens than anything else. A farmer's hens are not only given to wandering where they please without reference to line fences, but they refuse to enter into family quarrels or look at the legal side of the question. When Miss Stansell began throwing hot water on the Tracy chickens, which came about the kitchen door in a neighborly way, the Tracy hired man began shooting the Stansell chickens, which scratched up the flower beds in the front yard. Such was the industry on both sides that in a few months only a few scarecrow fowls were left. When a man or woman feels that his or her pride or dignity and legal rights are at stake, it is hard to give in and take a sensible view of things.

It was the widow who finally paved the way to peace, but in so doing she aroused all of Jake's defiance and came near losing her life. She was not only lonesome without her chickens, but she was tired of buying eggs of her neighbors. Therefore, after the lapse of a few months, she purchased a dozen hens and gave the sister opportunity to say:

"Jake, you see how it is. That woman defies you. She has bought more chickens to trespass on our land, and if you don't get out the shotgun and kill 'em off you haven't the backbone of a fishworm."

"Oh, I'll kill 'em off fast enough," he replied as he began hunting for powder and shot. "Just let one of her chickens cross the line, and he's a dead bird."

And yet Jacob Stansell felt mean as

he shouldered the loaded gun and went out to prow around in hopes to get a shot at one of the widow's chickens. The whole quarrel was a mistake. It was only that Mary seemed to be defying him that kept him from throwing his gun into the currant bushes.

He reached the disputed line fence, willing to give up a foot of ground if necessary, but next minute he saw a sight which drove away all good intentions. All the widow's new flock of hens, led by a sage looking old rooster, were trooping on his land. He lowered the gun and aimed to kill them all at once, and when he fired the air was full of feathers, the old rooster jumped high and fell dead, and there was a scream from a woman in fright and pain. The Widow Tracy had come out to look for her chickens, and a bush had hidden her from Jacob's sight. He rushed forward to stumble over his lost wallet as a first discovery and to find Mary lying on the ground as a second, and between the two he was so overcome that he had to lean up against the fence.

"Jake, Jake, why did you shoot me?" wailed the widow as she tried to sit up and fell back.

"God forgive me, Mary, but I didn't see you."

"You've killed me, but I don't want them to hang you for it. I don't believe you meant to do it."

"You shan't die. If you do, I'll shoot myself. Here, let me carry you into the house and send for a doctor. The gun was only loaded with bird shot, and maybe you won't die."

She didn't. In fact, she didn't come anywhere near it, though a doctor was busy all the rest of the day picking out the little pellets of lead. When the last one had been extracted and Jake had been told that she would continue to live, he asked:

"Mary, who's the lawyer?"

"Why, I sent him about his business three weeks ago," she answered. "Oh, Jake, the lawyer and your sister and the chickens and the line fence have—"

"Have made fools of us!" he finished.

Ten minutes later he appeared at his own door to say to his sister:

"Hanner, can you pack your duds in about fifteen minutes?"

"For why?" she asked.

"Because I'm going to drive you to town to catch the train, and after I've mopped that lawyer all over Grafton I'm coming back to ask Mary if she won't be well enough to get married in a month."

Bidding It Up.

When Schomberg Kerr, the devoted English missionary, was in India, he very much wanted a pony. But that was the need of all the other English who were not old residents. Lord Lipon and his staff had arrived, and the general cry was:

"Where are we to get ponies?"

"Oh, that's easily done," said an Englishman who knew the ropes. "Next Saturday there's to be an auction sale of thirty of the best ponies in India. Till then you can ride them and try them."

Schomberg Kerr tried several and eventually fixed a covetous eye on two, Tommy and Bill, which he determined to buy.

Saturday came, and the auction was well attended. In due course of time Tommy was put up, and the missionary bid 200 rupees.

"Two hundred and fifty," said the auctioneer.

"Two hundred and seventy-five!"

"Three hundred!"

These were extravagant prices, but the bidding went on amid great excitement. The missionary reached 500 rupees, which he had resolved should be his limit, and Tommy was knocked down at 525.

"Who is the buyer?" asked Kerr. "The Marquis of Lipon," said the auctioneer. "His excellency had ordered Tommy to be bought for you at any price."—Youth's Companion.

Merciful Escapes.

Punch publishes these "merciful escapes." In a recent account of election proceedings in which a candidate was pelted with dirt, mud and thrown in the face of his wife, and his daughter struck with a stick, a daily paper remarked that "the police had difficulty in preventing a breach of the peace." A correspondent sends a brief account of various other episodes, in each of which by an equally narrow margin a contumacious was similarly avoided:

"The extensive premises of Messrs. Blank & Co., oil and tallow merchants, were completely gutted by fire last night, all five stories being ablaze at once. It needed all the efforts of the local brigade to forestall what promised to be a conflagration." "A motor car, proceeding along the High Street, the other evening, took fright. It is supposed, at a constable on duty and exploded, blowing the occupants in various directions over the adjoining buildings. The policeman is to be congratulated upon averting what might have been a serious accident."

The French Academy.

The French academy is one of the five academies and the most eminent constituting the Institute of France. It was founded in 1635 by Cardinal Richelieu and reorganized in 1816. It is composed of forty members, the new member elected by the remaining thirty-nine members for life after personal application and the submission of their nomination to the head of the state. It meets twice weekly at the palace Marigny, 23 Quai Conti, Paris, and is "the highest authority on everything pertaining to the niceties of the French language—to grammar, rhetoric and poetry and the publication of the French classics." The chief officer is the secretary, who has a life tenure of his position. A chair in the academy is the highest ambition of most literary Frenchmen.

Bascom's Auto

By ...
EPES W. SARGENT
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Roger Bascom's automobile had become a local issue in Marion. Deacon Perry declared that it was flying in the face of Providence to dispense with the horse and use this new-fangled vehicle. Horses had been good enough for his grandfathers, and they would still be good enough for him and his.

This was hard on Bascom because Grace Perry and he had grown naturally from playmates into lovers, yet now the deacon had said that sooner than see a child of his trust herself to a man who trafficked in the devices of the evil one he would send her out to his sister in Minnesota.

Roger, being a young man of spirit, had reminded the deacon that Elijah's chariot of fire was probably very like a steam automobile, in consequence of which flippant speech he had received his ring back from the girl he loved.

For her father's sake Grace tried to keep to the letter of his law, but she could not keep her thoughts from wandering to her lover any more than she could withdraw her heart from his keeping; also she was too much her father's daughter to take anything on hearsay, so she wanted to try for herself just how dreadful the new machine was.

Possibly it was a combination of these reasons that led her to the river road where Roger was speeding up and down. She tried hard to look unconscious as the auto came into view, but the effort was unsuccessful, particularly as its solitary occupant stopped short at sight of her. The look of gladness that overspread his face was obviously reflected in her own.

Bascom's heart gave a joyful leap at the sight. "Jump in, Grace!" he cried boldly. "Try it and see how you like it." And he threw open the door invitingly.

But Grace backed off in a disapproving fashion. "I don't like it," she declared; "neither does father." Yet the telltale color still flamed in her cheeks. Bascom laughed. He could brave the world now that he knew that Grace still cared. "I know he doesn't," he admitted, "but you will if you only once try it."

Now, Deacon Perry had driven over to Chester that morning and would not be back till late. The road was deserted, and—well, it would be nice to be with Roger again, to have him tuck the robe tenderly around her and feel his strong, reliant presence at her side. Grace yielded to the tempter and tasted of the forbidden fruit.

The first mile she was too busy enjoying the novelty and the rapid motion.



"PUT THIS ABOUT YOU," HE SAID TENDERLY.

tion to speak. She had forgotten her father's commands when she at last turned a radiant face.

"It's perfectly lovely," she cried enthusiastically. "And I'm not a bit scared. Are girls usually scared?" "Not a bit. Why, Nell Demorest and Alice Evans went way over to Chester and back."

She drew away from him. "I did not know that you were taking every girl in the village to ride. I suppose you wanted me to come so as to make up the number," she said stiffly.

"He wheeled around in his seat."

"See here, Grace," he said emphatically. "You know that there is just one girl whom I have been wishing to see in that seat, and that's you; but when you would not come I took the others. A fellow has to talk to a girl once in a while."

"You do not appear to have lacked for practice," she retorted ironically. "Well," he answered cheerfully, "there's safety in numbers. I should think it would please you unless you want to be a Mormon."

Perhaps his tone was a little bit too masterful, and the girl resented it. She did not speak until a few stray drops of rain splashed upon her face. Neither had noticed how overcast the sky had grown.

At her cry Bascom stopped the machine and looked around ruefully. During the last half hour of moody silence he had not cared how fast and far they went, and here they were eight miles from home.

His tone was very meek as he looked down at the proud little figure at his side. "I'm no end sorry, for there is no good, but here's an umbrella."

She accepted it with chill politeness, and they landed for home.

The rain came down in torrents, and the water oozed and splashed under the rubber tires. Grace's face was beginning to soften as she stole surreptitious glances at her dripping escort, yet even in her embarrassment she was conscious that the auto was going slower and slower. Bascom said nothing till it came to an abrupt stop.

"I think the machine has given out," he observed calmly. "We will have to stay here or"—He glanced at the country road that had become a sea of mud. Clearly walking was out of the question.

He took off his coat. "Put this about you," he said tenderly. "It will help to keep you dry, and there must be a carriage along soon."

"I really cannot allow it," she was saying, but she did. She was astonished at herself, astonished, too, at the force of the old feeling of contentment in once more being taken care of by him. Surely, she told herself fiercely, she had too much spirit to love a man who solaced himself for her absence by the society of other girls. And yet she still loved him. In spite of all her arguments she knew it.

Bascom did not know it, and at her continued silence his face grew as downcast as the sky. A shiver of the girl by his side roused him. "You are taking your death of cold," he cried remorsefully, "and it's all my fault. When I saw you, I couldn't help asking you in, but I never ought to have done it."

There was no trace of masterfulness in his voice now, and the girl melted. "I—I wanted you to ask me," she said softly.

Bascom gave one look at her face, and then there were two figures under the umbrella that earlier had been barely enough for one.

They never even heard an approaching carriage till roused by Deacon Perry's excited, "Well, well!" as he reined up beside them. Bascom mentally braced himself for a shock, but it turned out to be a little different from what he expected.

"Got in trouble, eh?" chuckled the deacon. "Guess that you'll admit that a horse is best after all."

"I'll admit anything if you'll only get Grace out of this," said Bascom manfully.

"She does seem to be in pretty close quarters," the deacon said grimly, but his daughter's imploring eyes and the joy of victory softened him again. "I've been kinder sorry I was so set, so I guess we'll have to let bygones be bygones, and I'll just tow you home."

And so it happened that late that afternoon, when the skies had cleared, Deacon Perry made a sensational entry into Marion. Behind him towed the auto, like royal captive chained to a chariot. But the two prisoners of war, seated within it, were strangely jubilant.

A Chinese Proverb's Origin.

"He'll steal your shoes" is an expression which in China is used to describe an arrant knave and pilferer. The expression is hundreds of years old and is based on an adventure, perpetuated through the medium of decorated crockery ware. A wealthy Chinaman, whose gorgeously embroidered shoes were the envy of the community, was, according to the legend, despoiled of his pride in the following manner: A rascal one day rushed up, gave the rich man a hearty blow on the back and, seizing the astonished gentleman's hat, pitched it upon a high wall. The next moment the fellow seemed to discover that it was not an old friend he was greeting so enthusiastically and apologized profusely. "How shall I get my hat?" inquired the man with the beautiful shoes.

"Jump on my back, and you can reach it," replied the scelerate.

The suggestion was carried out, but while the hatless man was reaching for his head covering the rascal slipped off the handsome shoes and made away, leaving the simple minded millionaire clutching the wall.

Sense and Mathematics.

The difference between common sense and mathematics was illustrated in a remark which was made in a school the other day.

It was the mental arithmetic class. The master asked Smith:

"Which would you rather have, half an apple or eight-sixteenths of an apple?"

"Wouldn't make any difference," said Smith.

"Why not?"

"Eight-sixteenths and one-half are the same."

At this reply Jones, who was sitting near, sniffed scornfully. The master heard him.

"Well, Jones," said he, "don't you agree with Smith?"

"No, sir," said Jones; "I'd much sooner have one-half an apple."

"And why, please?"

"More juice. Cut up half an apple into eight-sixteenths, and you'd lose half the juice doing it!"

When Would They Stop?

During a season of great drought the inhabitants of a certain parish—at least so it is said—sank a deep well at the public expense. The well having been dug, the large heap of earth which had come out of it was by common consent voted an eyesore which ought to be removed. A parish meeting was accordingly held to consider how the obnoxious heap should be got rid of. Many suggestions were made as to the best way of dealing with it, but at last it was proposed and unanimously carried that they should dig a large hole and bury it. How often the process of digging a fresh hole to bury the earth which had come out of the hole was repeated we never heard, but we fear the plan must have put the parish to a good deal of expense before it was successful.—London Tit-Bits.

GOOD ROADS IN GERMANY.

The Highway Repair System in That Country.

"Americans concede that roadmaking in Germany is a fine art. Few, however, realize that road repairing has been reduced to a comparatively cheap art as well. I wish devoutly," writes Count Alida von Krockow in the Chicago Tribune, "that local societies could be formed in order to study it and apply the results of the study to country roads in America. I spoke once on the subject to an audience of leading citizens in this country, in New York, an ideal country to experiment in, having all the three chief things for success. I mean stones, paupers and fruit trees."

"Germans find that it pays to encourage paupers to free their fields of stones. The property rises in value—taxing value. The stones thrown into



GERMAN ROAD REPAIR SYSTEM.

heaps by the roadside are purchased by the district road repairing commission. Poor men, who otherwise would have to be supported in almshouses, are hired to break these stones and then are trained to the work of repairing the roadbeds.

"The money to pay the men is made by auctioneering off to the highest bidder the crops of fruit trees that were planted on both sides of the highway when it was built and which was nourished well by the manure that falls along the road and is pushed at intervals by the road tender upon their roots. The purchaser of the crop sees to it that his fruit is not stolen. The road commissioners have no other about that. And although the sale be by auction it brings in considerable. Every burgher knows how much, because the sales of highway fruit crops are published in the local newspapers."

UNIMPROVED ROADS.

How They Affect the Cost of Transportation.

F. H. Hitchcock, chief of the bureau of foreign markets, gave an interesting address at the North Dakota good roads convention. The subject of transportation is one of the most important matters that have to be considered by Mr. Hitchcock's bureau, and in the course of his remarks he stated that it was of as much interest to his department to have the cost of transportation between the farm and town reduced to a minimum as it was to reduce the cost to the coast or from Boston to Liverpool.

Poor roads from the farm to the market figure in foreign competition, and it is a known fact that taking the average haul of tea miles to market at 25 cents per ton per mile, the cost being \$2.50, the amount is twice that charged for transporting the same produce from Boston to Liverpool. Thirty years ago it cost 30 cents for transporting wheat from Chicago to New York, while it now costs 9 cents, and where it formerly cost \$10 from New York to Liverpool it now costs \$1.50.

The cost of transportation has been reduced very materially in every way except from the farm to the market, which still remains the same as thirty years ago, and all because of unimproved roads.

Use of the Road Roller.

If you use a roller, remember that the sides of the roads should have your first attention and that the work of compacting the layers of gravel should proceed from each side toward the center so as to counteract the tendency of the gravel to work out from the center toward the sides. The work of rolling will generally go on more quickly and thoroughly if the gravel is slightly moistened in advance of the roller, and this is particularly important in putting down the top or surface layer.

Ideal Roadways.

Ideal roadways, according to Martin Dodge, expert of the agricultural department, should provide, first, a smooth, firm and nonwearing surface for the wheels; second, a firm, nonstippling footing for the horses; third, low first cost, combined with durability; fourth, low cost for maintenance and repairs; fifth, a nondust and nonmud forming surface; sixth, it should also be as nearly noiseless as possible.

Good Roads Possible Everywhere. Good roads are possible everywhere, and so soon as emulation in making and maintaining them is provoked we shall have them everywhere. The money expended upon them brings a tenfold profit for the community which is wise enough to invest in their construction. Good roads will send this country along in the path of civilization and prove of incalculable economic advantage.

Photograph the Highways.

An exchange says that photography is playing an important part in the good roads movement, as it tells at a glance whether a community be thrifty or shiftless, progressive or behind the times, whether its people have any methods of travel or the reverse. Photographs of good roads are a good advertisement for any town; photographs of bad ones a stigma.

How Two Soldiers Strangely Met Death

It was in the month of August, 1870, that one of the most mysterious disappearances ever recorded in the west took place near the outlet of Henry lake, in Idaho.

Two troops of cavalry were summering in that region, and the story is related by "English George," a noted scout, who accompanied the troops as hunter and guide.

One day a party of forty troopers were sent on an exploring expedition down the Snake river.

"Shortly after we made camp," says George, "while a part of the men were cooking supper and the remainder were picking the horses, a couple of men—Privates Rydson and Manley, I think those were their names—took their carbines and started for a clump of cottonwoods on the opposite side of the valley, where one of the men had seen a couple of faint deer as we had gone into camp. The place was about a mile and a half from where we made our camp."

"Just as the sun reached the edge of the mountains in the west a few rays fell on the clump of cottonwoods into which the men had disappeared a few minutes before and brought it out in strong relief against the dark background of the mines."

"As we gazed half curiously at the effect of the sunset a shot rang out from the timber, followed by another and another; then, after several minutes' silence, the most agonizing yell imaginable arose from the timber. In an instant the cries resolved into appeals for help, and every soldier in the party dropped his supper and rushed pell-mell for the cottonwood thicket."

"When we reached the cottonwoods, there was not a sign of the men to be found, nor was there any trace of their arms or tracks leading from the thicket. We scoured around the place thoroughly until dark, but never a sign of the missing soldiers could we secure."

"The next morning the search was renewed, but with the same result—no trace of the missing men could be found. And though we stayed there for twenty-four hours and thoroughly scoured every part of the valley we did not secure a clue which would lead to the discovery of the fate of the two privates."

"A year or so ago Madison John and I were in that neighborhood hunting and we passed through the same thicket in which the men had disappeared. I told John of the disappearance of the men and our hunt for them. He asked



THE TREE STRAIGHTENED UP.

me if we had "looked up the trees." I told him no, and we scoured the thicket again in the hope of finding some clue to the men.

"We found it. In a cottonwood tree, which was then about six inches through, we discovered the remains of the two missing men, or, rather, their skeletons. The tree had evidently been bent over by the two men for the purpose of hanging the carcasses of a deer into a convenient fork. One of the men had apparently tried to hold the tree down while the other raised up the carcass of the deer to place it over the fork, which had been sharpened. While he was doing this his hand slipped and the tree straightened up again. The neck of one of the men was caught in the fork of the tree as it straightened and the sharpened prong of the tree thrust itself through the lower jaw of the other as it straightened itself to its normal position."

"There the two men hung until they were strangled to death. This is our surmise of the manner in which it happened. The real truth of the matter will never be known, but when Madison John and I found the skeletons they were high and dry, at least twenty feet above the ordinary man's head. Where the deer they killed or their guns disappeared to I cannot say, but it was more than a little satisfaction to me to learn the fate of the two troopers."

Napoleon's

ULT BY CONVICTS.

EMPLOYMENT OF PRISONERS ON
ROADS IN THE SOUTH.

Use of the Different States on This
Subject—How the Convicts Work
on the Public Highways—Cost of
Maintaining Them.

The use of convict labor in public
building is most largely practiced
the states of Georgia, Tennessee,
North Carolina, South Carolina,
Kentucky in the order named.
In the states of Georgia, Tennessee,
North Carolina, South Carolina,
Kentucky in the order named.
In the states of Georgia, Tennessee,
North Carolina, South Carolina,
Kentucky in the order named.



CONVICTS BUILDING A ROAD.

prisoners convicted of misdemeanors
only may be assigned to work on the
public roads, and for these the sentence
does not usually exceed a year, which,
when the costs are added, may be there-
by extended to nearly two years in ex-
treme cases. In Alabama, in a few
cases, all able-bodied male prisoners
whose terms of sentence do not exceed
two years may be assigned to work on
the public roads. In South Carolina
this limit is extended to five years and
in North Carolina to ten years.

The experience in North Carolina
during the past ten years has shown
that all the able-bodied male prisoners
whose terms of sentence do not exceed
ten years may be successfully employed
at the ordinary work of highway
improvement. Many such prisoners in
different southern states whose terms
of sentence range between one and ten
years are now employed under either
the lease or contract system or under
state control, and are working on
farms or in mines and factories. All
of these might be employed in improv-
ing the public highways. The expense
entailed would not be great, the diffi-
culties which seem to stand in the way
would disappear in practice, and the re-
sult would be of incalculable benefit
in helping along industrial and educa-
tional development in each of these states.

As a rule, it has not been found
economical to work convicts on the
public roads when the squad consisted
of less than eight or ten men. It is
customary to have one guard for each
ten or fifteen men, and of course this
one guard would be necessary even
were there only one or two men in the
squad. In addition to the guards, there
is usually a superintendent of the work;
consequently this work is carried on
most efficiently when the road force
or camp contains from thirty to fifty
men. When the number of convicts
to be employed on the roads in any
county is more than fifty or sixty, it
has been found better to divide the
force into two squads or camps, each
having its own local superintendent
and guards.

It is usually urged against this sys-
tem of roadbuilding that it offers too
many opportunities for the escape of
prisoners. Experience in many coun-
ties, however, has shown that the aver-
age annual escapes amount to less than
2 per cent, and the few who do escape
are usually recaptured within a day
or two.

A comparison of the figures given
with similar figures for hired labor
shows that the cost of convict labor in
several states ranges from one-third to
one-half that of the hired labor em-
ployed on the public roads in those
states. In the two Carolinas and Geor-
gia, where the road work is carried on
with great efficiency, the cost of main-
taining and guarding the convicts at
work on the public roads ranges in
many counties from 20 to 30 cents per
convict per day and is even considerably
less than the cost of feeding them in
the county jail.

Morning and evening the prisoners
are marched along the road from and
to their temporary quarters, which con-
sist usually of either large, large tents,
portable houses on wheels or structures
either of wood or corrugated iron built
in sections so they can be easily taken
to places, removed and set up again.
In order to facilitate their being safely
guarded during the night without too
great risk and expense each prisoner
when he goes to bed has either one foot
or one hand fastened loosely to a chain
or rod, from which he can be easily re-
leased the following morning.

It has been the general verdict from
the various counties in the southern
states where convict labor is employed
in roadbuilding to any considerable ex-
tent that in both efficiency and cheap-
ness it is decidedly superior to such
free labor as is ordinarily available
there for this work.

FOR BETTER HIGHWAYS.

The Good Roads Cause and Its Many
Allies.

In years past every bicyclist has been
the champion of the good roads move-
ment, but with the decadence of the
use of the wheel for sport he has
ceased to be as active a factor as heretofore.
His influence, however, is in
the direction of highway improvement,
and he is still an able ally.

The automobilist has taken up the
cause with greater energy than the bi-
cyclist and with an influence more
potent because of the longer purse
strings at his command. Every auto-
mobilitist is an earnest ally of the move-
ment.

The farmer should, above all others,
be the strongest ally of good roads be-
cause of the greater self interest to
him in their use for hauling his prod-
uce to market economically and at any
season of the year when the market is
the most favorable, says Good Roads
Magazine. The problem, however, is
not as yet properly understood and ap-
preciated by him, but it is encouraging
to note the awakening that is surely in
progress. He will be one of the strong-
est of allies as soon as he is made to
see how the road question affects his
pocketbook and indeed his entire ex-
istence.

AIDS ROADBUILDERS.

Washington Laboratory Tests High-
way Materials Free of Charge.

The road material laboratory, which
was established in December, 1900, in
co-operation with the office of public
road inquiries, tests road materials of
all descriptions free of charge for prac-
tical roadbuilders throughout the coun-
try, says the secretary of agriculture in
his annual report.

Those interested in the construction
of a road have only to send samples of
their available materials to this labora-
tory and have the roadmaking qualities
of these materials determined. In the
case of materials for macadam roads
the resistance of wear to rock, its com-
pacting value, hardness, toughness and
absorptiveness are determined. After
such tests are made it is possible to pre-
dict which material will give the best
practical results under a given traffic.

Only practical roadbuilders of much
experience realize the large amount of
money which can be wasted through an
improper selection of material. There
are generally several materials avail-
able in every locality, and the difficulty
of selecting the most suitable for a par-
ticular road is evident. The only way
a proper selection can be made within
a reasonable time is by means of phys-
ical and chemical laboratory tests.

The laboratory is now equipped for
the testing of road materials of every
description as well as cement and con-
crete for drains and highway bridges.
The large number of samples received
from all parts of the country, including
our island possessions, attest the value
which practical roadbuilders place up-
on these laboratory tests.

THE NARROW TIRE EVIL.

Good Roads Spoiled and Cost of
Maintenance Increased.

It is worse than useless to build good
roads only to have them cut to pieces
by the use of narrow tires in hauling
heavy loads. Wide tires help to pre-
serve ordinary dirt roads and are there-
fore of the greatest value to them.

To change at once to wide tires
would no doubt be a hardship on some
owners of vehicles, says Good Roads
Magazine, but this is a point that can
be worked out and adjusted so that the
expense will not be burdensome. Ve-
hicle owners should be educated to see
that it is to their interests to have
wide tires, as the use of them makes
fewer repairs necessary, thus reducing
the expense of maintenance, and be-
sides enables larger loads to be hauled
with the same number of horses.

Every state should pass a law mak-
ing wide tires compulsory. In France
and other parts of Europe tires as
wide as six inches are in use, and as
the front axle is shorter than the rear
the load passing over the road gives
twenty-four inches of road roller sur-
face all the time.

Let us have agitation on the subject
and legislation will follow.

Improve the Mountain Roads.

The question of improving mountain
roads is an important one and should
receive its proper amount of attention.
Good wagon roads and good trails to
ride and walk over are essential to
tourists in this country who wish to
behold the beauties of mountain scenery.
In Switzerland the importance of
this is realized, says Good Roads Mag-
azine, and roads have accordingly been
improved. It is to be hoped that sim-
ilar measures will be taken in this coun-
try.

Good Plan for Road Improvement.

A Florida exchange makes the sug-
gestion to its readers that the residents
of Euclid, in that state, hold a gala or
good roads week, during which as many
as possible of the townspeople will take
a week off and work on the roads, mak-
ing it a sort of festival occasion, when
the women will provide refreshments.
This plan was adopted with much suc-
cess a few years ago in the construc-
tion of cycle paths in Minneapolis and
St. Paul.

COST OF BAD ROADS.

SOME STARTLING FACTS AND FIG-
URES BY MARTIN DODGE.

Our Poor Highways Said to Cost Us
\$250,000,000 Every Year in Repairs.
Their Condition an Obstacle to
Rural Mail Delivery.

Poor roads in the United States are
costing the people annually the enor-
mous sum of \$250,000,000, which is a
tax of more than \$7 a year for every
man, woman and child. This amazing
fact is pointed out by Martin Dodge,
director of the bureau of public road
inquiries in Washington, says the New York
Herald. He advocates the construction
of brick track roads with convict labor.

As a result of the good roads move-
ment, which has been largely stimu-
lated by the efforts of the department of
agriculture, the road question is at
present receiving a remarkable degree
of active interest, as indicated, for in-
stance, by a movement in the state of
New York for bonding the state for
\$80,000,000 to build country roads. This
is wholly in line with a bill before
the last national congress by Mr. Otley
of Virginia for \$100,000,000 for the
same purpose.

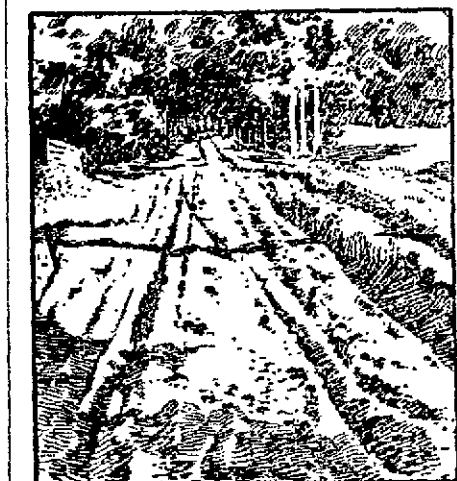
Mr. Otley declared, "In view of our
willingly having spent \$400,000,000 on
the Philippines, it is time to do some-
thing tangible for our own people."

"This is especially true," comments
Mr. Dodge, "in view of the fact that
we are continually paying an avoid-
able mud tax of more than \$500,000,000
each year for the privilege of driving
over our dusty and muddy roads. This
enormous expense is better compre-
hended by saying it equals a tax of
more than \$7 each year for every man
and woman and child in this country."

A careful study of the road problem
in detail reveals some important and
significant features. While good road
stone is found in a very few places in
this country, good clays are found in
nearly every locality.

"If these abundant clays," Mr. Dodge
argues, "can be used economically to
build good roads, they will greatly as-
sist in meeting the important problem
of how to construct our country roads."

"Again, as all lands are hauled over
very narrow portions of roads through
wheel contact—railroad cars, for exam-
ple—it follows that if such narrow parts



THIS IS THE COSTLY ROAD.

of our roads are cheaply constructed to
properly resist the weight and grind of
the wagon wheels new and important
results will be attained.

"Close study of these conditions re-
sulted in the construction of a section
of brick wheel track road in the depart-
ment of agriculture grounds in the ear-
ly part of 1900, followed by the intro-
duction of this system in various places
for the improvement of country roads
and city streets, also with most encour-
aging results.

"The continued advance in the area
reached by the benefits of rural free
mail delivery under aid from the na-
tional treasury indicates its deserved
popularity in the rural sections. A
steady increase seems probable in the
area thus benefited until all of the more
densely populated parts of this country
are covered.

"To the rapid and economical exten-
sion of rural mail delivery only one ob-
stacle worthy of consideration presents
itself, but that obstacle is of such a na-
ture as to greatly affect its practicability
and economy. This is the present
condition of our country roads.

"Without question one of the first
great movements toward the economic
free rural delivery of the mails should
be the construction of passable roads.
This is already evident from the fact
that some of the mail delivery routes
have had to be abandoned on account
of bad roads.

"The circumstance that over \$6,000-
000 was appropriated by our last con-
gress largely to be buried in our muddy
roads in the delivery of our rural mails,
while only the small sum of \$20,000
was last year devoted to meeting the
road problem, indicates the great need
of education regarding the present ne-
cessity and demand for vigorous and
intelligent road work.

"As much of these large appropri-
ations for rural mail delivery could be
saved if we had good roads, it is obvi-
ous that an amount equal to a consid-
erable portion of these sums could be
spent to good advantage in educating
the people in the work of improving our
country roads and thus forever close a
large drain on our national cash box.

"In view of these facts could not a
million or more be spent to the best pos-
sible advantage by the national govern-
ment in constructing a section of brick
track road near each county seat
throughout the country as an object les-
son in each county in the most advanced
methods of road construction?"

Value of Good Roads.

It is said that a good highway will in-
crease the value of a country place
from 10 to 20 per cent or more. This
rise is permanent and becomes an asset
to be realized upon. Houses thus lo-
cated are in constant demand.

SUGAR AND TOBACCO.

Reduced Tariff Duties and the Inter-
ests of Domestic Producers.

On the 2d of December, the same day
on which congress received the presi-
dent's message urging a material re-
duction of duties on Cuban products,
the secretary of agriculture issued the
following statement:

"The bureau of soils, which has been
engaged for a number of years in in-
vestigations looking to the improve-
ment of our domestic tobaccos, has re-
cognized for some time certain desirable
qualities in tobacco grown in Texas,
which apparently occurred only in oc-
casional leaves. Soil survey parties and
tobacco parties have been investigating in
east Texas and now are able to state
confidently that they have found the
soil type and the character of leaf pos-
sessing these desired qualities under
conditions which indicate that it can be
produced in large quantities of uniform
high grade.

"Samples have been submitted to
leaf dealers and brokers in New York
and Philadelphia. They say it is a Cu-
ban leaf, with the characteristic aroma
of the Cuban product. The depart-
ment will send two survey parties to
Texas the 1st of January to make the
survey of the area containing this soil
and will enlarge the party of tobacco
experts so that fifteen or twenty acres
of tobacco shall be grown under gov-
ernment supervision, thus producing a
sufficient quantity to be handled on a
commercial scale. This will be sub-
mitted to the leaf dealers and manufac-
turers for opinions of the commercial
value of the crop before any encourage-
ment is given to Texas growers."

They are trying to increase the
Texas area of high grade leaf growing
lands. They are trying to do the same
thing in Florida. In Connecticut and
other states, as we learn from the an-
nual report of the secretary of agricul-
ture, they are trying to raise from Su-
matra seed a better leaf than that
which is grown in Sumatra, and to do
this they have at heavy expense erect
ed canvas awnings over several hun-
dred acres of tobacco lands. What is
better still, they are succeeding so well
that the availing plan is to be largely
extended—that is, provided the grow-
ing of domestic tobacco leaf for cigar
purposes continues to be profitable. The
same proviso will govern future opera-
tions in Texas and Florida. The only
question is, Will it pay? If that ques-
tion is settled in the affirmative, Amer-
ican enterprise and energy will do the
rest.

But will it pay to extend the area of
certainly awnings in the northern fields,
to continue the practical experimenta-
tion now going forward on a large
scale in Florida and to go on with the
soil survey project in Texas when by
the reduction of duties on competitive
leaf from Cuba, where the cost of pro-
duction is very much less than in this
country, the market price of this home
grown tobacco shall have been forced
down 20, 30 or 50 per cent? If the plan
of Cuban reciprocity is going to be
forced through congress, is not the se-
cretary of agriculture throwing money
away in those Texas experiments?

The growing of sugar beets and the
erection of beet sugar factories have
already experienced a serious setback
because of Cuban reciprocity agitation.
Can the domestic industries of sugar
and tobacco growing be reasonably ex-
pected to endure over a scheme which
selects them and then only to bear the
entire burden of reciprocity with Cu-
ba? We have heard a great deal about
the solemn obligation of insuring a
more profitable market to the growers
of sugar and tobacco in Cuba. Why
do we hear so much about this and so
little about the solemn obligation of
insuring a more profitable market to
the growers of sugar and tobacco in
the United States? Why should our
solicitude be so active in behalf of for-
eigners and so dormant as regards our
own agricultural workers? When these
friends and neighbors, who poll more
than seven-tenths of the total Republi-
can vote, wake up to the fact that their
interests have been betrayed and sold
out in the name of a one sided and
an unjust "reciprocity," what will they
do about it? Are we so much en-
grossed in concocting schemes for gob-
bling up the whole of Cuba's trade
that we have no time to consider the
question of fairness and duty toward
our own people? It would seem so.

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Proving National Claims.

The suggestion coming from the Eu-
ropean allies that President Roosevelt
act as arbitrator of the claims which
the British, Germans and Italians have
been trying to collect in Venezuela at
the cannon's mouth is significant. It
goes some distance toward the estab-
lishment by arbitration of the princi-
ple that the European powers are not
at liberty to swoop down on even the
weakest American republic and col-
lect bills which rest entirely on their
own accounting.

Perchance the claims against Vene-
zuela are just and should be promptly
paid, though they appear not yet to
have been definitely proved. History
is not wanting in instances where the
unjust and exorbitant claims of pow-
erful nations have been pressed upon
undue vigor against weak and impotent
powers.

A case in point was that of the Ital-
ian government, which succeeded in
enforcing the payment by Brazil by
dint of the compulsion of the cruiser
Garibaldi of a claim which rested on
the blackmailing operations of a com-
pany of Italian adventurers. This com-
pany succeeded in getting a concession
to build a railway out of Rio de Janei-
ro. Having no funds with which to
construct it, they smartly began by at-
tempting as a preliminary matter to
tear down a historic and much loved
fountain in the city of Rio. The mu-
nicipality naturally held up the pro-
ceeding. The company instantly de-
manded "indemnity" for the interfer-
ence with its plans, and this demand
was supported by the warship. Rath-
er than have serious trouble, the Bra-
zilian government paid the indemnity
and enriched several Italian adventur-
ers. It goes without saying that the
railroad was never built.

While the United States assumes no
responsibility regarding the debts of
American republics and should not be
drawn into any such responsibility, we
will do well if we bring about a re-
quirement that the debts sought to be
collected shall be proved or at least
provable before some accepted arbi-
trator or court of competent jurisdic-
tion.

The fact that the commerce com-
mittee has favorably reported to the house
of representatives the bill for the crea-
tion of a federal department of com-
merce gives assurance that it will be
passed by the present congress and be-
come a law. It was passed by the sen-
ate at the last session and is known to
have the president's approval.

A number of the bureaus which it
was proposed originally to put into the
new department have been taken out.
As the bill stands it includes the fol-
lowing: The lighthouse board, light-
house service, national bureau of stand-
ards, coast and geodetic survey, bureau
of immigration, fish commission, bu-
reau of statistics of the treasury de-
partment, bureau of commerce of the
state department, fur seal and salmon
fisheries, bureau of labor and census
and three new bureaus—insurance,
manufactures and corporations.

While the duties of the secretary of
commerce will not be so important and
varied as those of other departmental
heads of the federal government, he will
by no means be a superfluous official.
There are many important matters not
embraced in the other departments to
receive his attention, and he will be a
member upon equal standing with the
other cabinet officers in the chief ex-
ecutive's official household.

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TRIFLES OF FASHION.

Little Novelties of Dress Which Are
Worth Considering.

New York, Dec. 30.—So much depends
upon the trifle which belong to our
outfits that it would be doing a wrong to
those who make and invent them if we
left them out of our consideration—slip-
pers, for instance, gloves, shoe buckles,
little but dainty ornaments for the hair,
fancy stocks, s

